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CLASSIFICATION SECRET

East Germany

SECURITY INFORMATION

COUNTRY

REPORT NO.

Oranienburg Airfield

TOPIC

see below

EVALUATION

PLACE OBTAINED

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DATE OF CONTENT

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DATE OBTAINED

DATE PREPARED

6 October 1953

REFERENCES

PAGES

2

ENCLOSURES (NO. & TYPE)

REMARKS

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SOURCE

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1. In mid-August 1953, construction machinery and equipment were removed from Oranienburg airfield. On 14 August, light poles and field railway tracks were also loaded. The laborers who remained at the field performed repair work on the runway and taxiways. Source learned [redacted] of Bauunion Leipzig that work at the field had to be completed by 15 August, the only exception being a hangar which was to be completed by 1 September. Source determined that the new connecting taxiway was 660 meters long. One aircraft revetment was observed on both sides of the eastern portion of this taxiway. [redacted] front of Hans-Schemm School on 14 August.

2. In mid-August, 13,000 Eastmarks were allocated for improvement work on Hans-Schemm School in the Weisse Stadt restricted area in Oranienburg. This is in addition to 12,000 Eastmarks allocated previously.
3. In early August, excavating work for the fuel dump in the northeastern corner of the field, parallel to the canal, had to be discontinued because the subsoil water level was reached at a depth of 1.6 meters. Source learned [redacted] that it had been planned to excavate the ground to a depth of 6 meters. The fuel dump is scheduled to have a capacity of one million liters.
4. Prior to mid-August, 24 aircraft revetments had been completed. The [redacted] that no more aircraft revetments would be erected, because part of the prefabricated sections used in the revetments had been damaged when they were shipped. Aircraft revetments and taxiways were provided with camouflage painting.
5. On 18 August, an acceptance commission consisting of Lieutenant Colonel Romanenko (fnu), several gentlemen from Werder and the construction supervisor from Schorfheide airfield arrived at Oranienburg airfield. Source learned [redacted] that the runway and taxiways were not accepted because they showed cracks and uneven spots.

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25X1X 6. Throughout August, construction machinery and equipment as well as field railway lorries and tracks were entrained. Repair work was done on the runway and taxiways and cracks in them were blasted, which however caused new damages.

[REDACTED] 7. On the morning of 18 August, a commission which was to accept the runway and taxiways arrived at the field. The acceptance was refused because of defects in the construction. A new date for acceptance was fixed for 31 August.

8. In mid-August, construction work on the fuel dump continued. On 20 August, a total of 513 laborers were employed at the field. Fifty percent of the workers were sick or on leave. All female laborers except for the kitchen personnel had been given notice.

9. [REDACTED]

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10. In mid-August, construction equipment was loaded at the field and, allegedly, shipped to Tutow and Schorfheide.

11. Source learned that the subsoil water level at the field had risen because the Soviets had filled up the drainage channels with earth or cement.

12. In late August, construction work was going on in the northeastern corner of the field, on the western bank of the canal. Four concrete structures, probably foundations, were observed there. Prior to 7 September no aircraft were seen at the field. 1

25X1A 1. [REDACTED] Comment. It is believed that construction work on the runway and taxiways at Oranienburg will be completed after the elimination of defects. For location of the new connecting taxiway, the length of which was determined by [REDACTED] Construction work on the fuel depot is still under way. For sketch of the installation, see Annex 2 to referenced report. It is believed that the airfield will soon be occupied.

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25X1A 2. [REDACTED] Comment. Lieutenant Colonel Romanenko had previously been reported as chief of the Soviet construction headquarters in Oranienburg.

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